

20091125.ba v04_n299.bam.20091125

>From ???@??? Wed Nov 25 14:58:44 2009 -0600
Date: Wed, 25 Nov 2009 14:57:49 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 4299
Message-Id: <20091125205844.2B59F19B00@sco.theporch.com>

BOATANCHORS Digest 4299

Topics covered in this issue include:

- 1) Re: Gonset II with 6BG7 schematic
by "RICHARD GEORGE" <k6kwq@msn.com>
- 2) R-388 AVC
by "Michael Hardie" <mike46@shaw.ca>
- 3) Re: R-388 AVC
by "Al Parker" <anchor@ec.rr.com>
- 4) Re: R-388 AVC
by John Poulton <jp@cs.unc.edu>
- 5) Anyone from New Jersey?
by "David Stinson" <arc5@ix.netcom.com>
- 6) IP501 Viewing at MRHS
by Richard Dillman <ddillman@igc.org>
- 7) Clegg Interceptor B alignment
by Clark Thompson <cmthomp1@wisc.edu>
- 8) KSM Tests With USS Cassin Young/NTTH
by Richard Dillman <ddillman@igc.org>
- 9) UTC transformer info
by "Bob Moody" <bob@vanirmail.com>
- 10) KSM <=> NTTH Time Change
by Richard Dillman <ddillman@igc.org>
- 11) constant voltage transformer question
by Dave or Debbie Metz <dmetz@ntelos.net>
- 12) Re: constant voltage transformer question
by mac <w7qho@aol.com>
- 13) Re: constant voltage transformer question
by Dave or Debbie Metz <dmetz@ntelos.net>
- 14) RE: constant voltage transformer question
by "Bill Hawkins" <bill@iaxs.net>
- 15) KSM QSO NTTH (and KKUI)
by Richard Dillman <ddillman@igc.org>
- 16) Material Quantities Shipped Uner Lend-lease
by Jerry Proc <jerry7proc@yahoo.com>
- 17) The Hammarlund Historian website
by "Al Parker" <anchor@ec.rr.com>
- 18) Lancaster Mk X Aircraft Electronics Suite

by Jerry Proc <jerry7proc@yahoo.com>
19) 28 November: KSM <==> NTTH <==> KKUI
by Richard Dillman <ddillman@igc.org>

Message-ID: <COL112-DS226EDB46C532C0336CAB66F5A50@phx.gbl>
From: "RICHARD GEORGE" <k6kwq@msn.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Gonset II with 6BG7 schematic
Date: Mon, 16 Nov 2009 11:22:38 -0800
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----_NextPart_000_0035_01CA66AF.1AA52160"

This is a multi-part message in MIME format.

-----_NextPart_000_0035_01CA66AF.1AA52160
Content-Type: text/plain;
charset="Windows-1252"
Content-Transfer-Encoding: quoted-printable

I needed one but since found one. Thanks

K6KWQ Dick

Amps by "MORE POWER"

----- Original Message -----=20

From: John J Mccarty<mailto:jmccarty@alcatel-lucent.com>=20

To: Old Tube Radios<mailto:boatanchors@theporch.com>=20

Sent: Monday, November 16, 2009 10:12 AM

Subject: Gonset II with 6BG7 schematic

Awhile back someone was looking for a schematic for a Gonset II that =
used a 6BG7

pencil tube (a Gonset II Deluxe model). One of the local folk here =
found a copy

and another friend put it in PDF format. If someone needs a copy, let =
me know

and I=9211 email it out.

73

John n9hrt

-----_NextPart_000_0035_01CA66AF.1AA52160
Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

```
* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
*      is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

-----=_NextPart_000_0035_01CA66AF.1AA52160--

Message-ID: <6D02357263624CFABB800A74DA494A2D@userd0315415c7>
From: "Michael Hardie" <mike46@shaw.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: R-388 AVC
Date: Mon, 16 Nov 2009 13:54:00 -0800
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=original
Content-Transfer-Encoding: 7bit

I'm having AVC problems with the R-388, namely the audio is extremely distorted with a strong station and the RF gain control anywhere beyond the 3 o'clock position. Some information on the 'net mentions measuring the AVC line resistance to ground. (Radio OFF of course) Does anyone have the ideal figure for that resistance?

Mike VE7MMH

Message-ID: <985BBC7945F5423EB2913A5019820D6B@HOME>
From: "Al Parker" <anchor@ec.rr.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: R-388 AVC
Date: Mon, 16 Nov 2009 17:12:29 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=response
Content-Transfer-Encoding: 7bit

Hi Mike,

Al Klase has a good article on his website on AVC systems in general, incl tips on measuring resistance. Do a google on him & you'll find it "skywaves" in the URL I think.

I have some notes on the R-388/51J AVC system quirks that Harry Crespy, I think, put out a few yrs ago. They also can be found on a website "out there", can't remember just whose, but if you can't find them I'll zap you a cc.

I've done a bunch of R-388/51J's, they're great, but you do need to watch the AVC & a few mica caps, C-204, I think, is the worst offender, and will really take out the AVC action.

I'm working on a 51J-2 right now that had a terminal post at the grid of the RF stage that had NO SOLDER on it from the factory. Rcvr seemed pretty hot, but that was because the RF stage was running wide open all the time. Sounded even a bit similar to what you're describing.

73,

Al, W8UT

New Bern, NC

www.boatanchors.org

www.hammarlund.info

"there is nothing -absolutely nothing- half as much worth doing as simply messing about in boats."

Ratty, to Mole

----- Original Message -----

From: "Michael Hardie" <mike46@shaw.ca>

To: "Old Tube Radios" <boatanchors@theporch.com>

Sent: Monday, November 16, 2009 4:54 PM

Subject: R-388 AVC

> I'm having AVC problems with the R-388, namely the audio is extremely
> distorted with a strong station and the RF gain control anywhere beyond
> the 3 o'clock position. Some information on the 'net mentions measuring
> the AVC line resistance to ground. (Radio OFF of course) Does anyone have
> the ideal figure for that resistance?

>

> Mike VE7MMH

Mime-Version: 1.0 (Apple Message framework v753.1)

Content-Type: text/plain; charset=US-ASCII; delsp=yes; format=flowed

Message-Id: <E64B91A3-5F0A-4437-BF42-FD1E36C4BEC4@cs.unc.edu>

Cc: Old Tube Radios <boatanchors@theporch.com>

Content-Transfer-Encoding: 7bit

From: John Poulton <jp@cs.unc.edu>

Subject: Re: R-388 AVC

Date: Mon, 16 Nov 2009 17:27:37 -0500
To: Old Tube Radios <boatanchors@theporch.com>

Before you go there, have you replaced C-204 yet? It's a 100pF CM-15 silvered mica (little rectangular thingy with 6 colored dots) mounted between two of the pins of V-110, the AM and AVC detector tube. Failures of this capacitor are very common and often lead to the symptoms you're seeing. Even if this turns out not to be the problem in the end, it's still good to get this thing replaced, given the high incidence of failures of the part. You can use a brown, epoxy-dipped silvered mica as a replacement--just be careful not to break the epoxy miniscusses around the leads, as this may let H2O get in there later.

73, John K4OZY

On Nov 16, 2009, at 4:54 PM, Michael Hardie wrote:

> I'm having AVC problems with the R-388, namely the audio is
> extremely distorted with a strong station and the RF gain control
> anywhere beyond the 3 o'clock position. Some information on the
> 'net mentions measuring the AVC line resistance to ground. (Radio
> OFF of course) Does anyone have the ideal figure for that resistance?
>
> Mike VE7MMH
>

Message-ID: <CE3B720346ED47CFAEC5CA9EE29AF631@boudreaux>
From: "David Stinson" <arc5@ix.netcom.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Anyone from New Jersey?
Date: Mon, 16 Nov 2009 18:14:32 -0600
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=original
Content-Transfer-Encoding: 7bit

I messed up and bid on something that was pick-up only.
You'd think I'd grow a brain.... sigh.

Since I'm committed to the deal, someone might as well
get some good out of it.
Anyone live in northern New Jersey,
near Exit 28 off Rt. 80 near Lake Hopatcong?

Message-ID: <22118038.1258425466641.JavaMail.root@elwamui-
ovcar.atl.sa.earthlink.net>
Date: Mon, 16 Nov 2009 21:37:46 -0500 (EST)
From: Richard Dillman <ddillman@igc.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: IP501 Viewing at MRHS
Mime-Version: 1.0
Content-Type: text/plain; charset=UTF-8
Content-Transfer-Encoding: 7bit

Last Saturday a group of "true believers", an informal association of current and former Hewlett-Packard/Agilent RF engineers who share a common interest in amateur radio and the history and preservation of RF communication technology, joined us at the ex-Marconi, ex-RCA transmitting station in Bolinas and at the receiving station at Pt. Reyes.

In Bolinas the guys toured the current transmitter gallery and control room as well as the 1913 Marconi building that once housed the 230kW rotary gap and later two 200kW alternators. They also saw the remains of transmitter BL-10. At the receive site they watched KSM station operations in progress and viewed the historic photos on display.

A highlight of the visit was the display by the aptly named Steve Sparks (WA6UAT) of his beautiful IP501 receiver. Steve was also able to use his deep knowledge to identify some equipment in early KPH photos.

Photos of the visit may be seen at:

<http://picasaweb.google.com/richard.dillman/HPVisit#>

Enjoy,

RD

=====
Richard Dillman, W6AWO
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

MIME-version: 1.0
Content-transfer-encoding: 7BIT

Content-type: text/plain; charset=us-ascii
Date: Tue, 17 Nov 2009 09:45:39 -0600
From: Clark Thompson <cmthomp1@wisc.edu>
Subject: Clegg Interceptor B alignment
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <000f01ca679d\$0365a580\$1401a2c0@ad.education.wisc.edu>

Greetings,

I picked up a nice Clegg Interceptor B receiver and the matching "allbander" converter. I got a copy of the manual for the receiver (thanks Rodger) which surprisingly has no information on the procedure for alignment. Does anyone know where to find information on alignment? Was there a service manual?

I am also looking for any information on the allbander converter, including its alignment procedure.

For those that are not familiar, the Clegg Interceptor B is an am/ssb six meter receiver with a built in two meter converter. It's got a hot nuvistor front end and a wonderful Eddystone tuning dial. The allbander converter converts HF signals from 3-31 MHz to six meters.

Thanks much in advance for any leads.

73,

Clark, K90A

Message-ID: <11163520.1258591999187.JavaMail.root@elwamui-rubis.atl.sa.earthlink.net>
Date: Wed, 18 Nov 2009 19:53:19 -0500 (EST)
From: Richard Dillman <ddillman@igc.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: KSM Tests With USS Cassin Young/NTTH
Mime-Version: 1.0
Content-Type: text/plain; charset=UTF-8
Content-Transfer-Encoding: 7bit

KSM plans to participate in tests with USS Cassin Young/NTTH on 21 and 28 November. USS Cassin Young is located near Boston, Massachusetts, USA.

A crew of dedicated volunteers has restored the radio spaces aboard the ship to the point that they are now operational using the ship's original equipment. Astute listeners to the KSM traffic list may have noted that NTTH has been on the list for the last few weeks in anticipation of these tests.

More information about USS Cassin Young may be found at:

<http://www.nps.gov/bost/historyculture/usscassinyoung.htm>

NTTH plans to call KSM on 12552.0kc some time after 2000Z. They may move to a working frequency (QSS) after initial contact is made, as is normal procedure.

If contact is successfully made KSM will key all HF and MF transmitters so that listeners will have the best chance of hearing at least one side of the contact. If NTTH moves to a working channel, that channel will be announced by KSM. This is not standard procedure as coast stations took pains to not let other ships know what the current ship's working frequency would be for fear that they would all pile on that frequency and start calling. But since those golden days are past the frequency will be announced.

The KSM Morse transmitting frequencies are:

426
500
4350.5
6474.0
8438.3
12993.0
16914.0
22445.8

NOTE: SS American Victory/KKUI may also be calling KSM on 11/21 so listeners may have the rare opportunity of hearing two ships on the air on that date.

Reception reports for USS Cassin Young may be sent to:

MARK S STARIN
457 VARNEY ST
MANCHESTER, NH 03102
USA

Reception reports for KSM may, as always, be sent to our QSL Mistress:

Ms. Denice "DA" Stoops
P.O. Box 381
Bollinas CA, 94924-0381
USA

Good Listening & 73,

RD

=====
Richard Dillman, W6AWO
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

Message-ID: <ECAF029163B43C6BE2B8CC88EC541C9@LENOV08EA8B73D>
From: "Bob Moody" <bob@vanirmail.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: UTC transformer info
Date: Wed, 18 Nov 2009 23:11:26 -0800
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----_NextPart_000_000C_01CA68A4.74562B90"

This is a multi-part message in MIME format.

-----_NextPart_000_000C_01CA68A4.74562B90
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Subject: UTC transformer info

http://www.bunkerofdoom.com/xfm/UTC_1955_WEB/UTC550032.html

de K7IRK
-----_NextPart_000_000C_01CA68A4.74562B90
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *

-----=_NextPart_000_000C_01CA68A4.74562B90--

Message-ID: <32485748.1258668978774.JavaMail.root@elwamui-little.atl.sa.earthlink.net>
Date: Thu, 19 Nov 2009 14:16:18 -0800 (GMT-08:00)
From: Richard Dillman <ddillman@igc.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: KSM <=> NTTH Time Change
Mime-Version: 1.0
Content-Type: text/plain; charset=UTF-8
Content-Transfer-Encoding: 7bit

The USS Cassin Young Radio Department has requested that we be available for the previously announced test contact at an earlier time. Thus KSM will be available for two-way contact beginning at 1700gmt.

The NTTH radiomen have selected the W2 series of working frequencies for their use. These are:

4187.5, 6285.5, 8342.5, 8344.0, 12422.5, 12453.5, 16619.5, 16650.5, 22242.5, 22273.5, 25162.0

Since NTTH will be calling on 12Mc the likely working frequencies are 12422.5 and 12453.5

Regards,

RD

=====
Richard Dillman, W6AWO
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

Message-ID: <4B0812CC.3010506@ntelos.net>
Date: Sat, 21 Nov 2009 11:18:20 -0500
From: Dave or Debbie Metz <dmetz@ntelos.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: constant voltage transformer question

Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Hello esteemed group:

I recently purchased a nice 30 amp dc supply that is an older model (but at 45lbs is almost a boatanchor) that uses a constant voltage power transformer into solid state rectifiers. Presently, the output voltage is about 15.2v and I would like to reduce that to say about 13v to use in my shack. I have been doing a little reading on these types of transformers and now I am really confused. It appears that this transformer has two tank circuit windings with one not being used. Unfortunately, I cannot find any documentation on this transformer. I swapped the tank circuits and virtually unchanged is the output voltage. So, it would appear that the only possibility of changing the output voltage is to change the AC capacitor that is across that loop. I suspect that is a complex calculation that doesn't follow the normal LC computations and of course I have no idea as to the inductance of that winding.

So, just a practical question: To lower the voltage about 15% do I want to increase the capacitance or decrease it?

The tranny is Acme Electric type T-1-73180

In advance, thanks

73's
dave

Cc: Old Tube Radios <boatanchors@theporch.com>
Message-Id: <18D04BE1-9523-4FCF-8B7C-6B6DFE840098@aol.com>
From: mac <w7qho@aol.com>
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain; charset=US-ASCII; format=flowed; delsp=yes
Content-Transfer-Encoding: 7bit
Mime-Version: 1.0 (Apple Message framework v936)
Subject: Re: constant voltage transformer question
Date: Sat, 21 Nov 2009 09:56:48 -0800

Don' mess with the caps. Just connect two or three high current rectifier diodes in series with the output to get the desired voltage reduction.

Dennis D. W7QH0
Glendale, CA

On Nov 21, 2009, at 8:18 AM, Dave or Debbie Metz wrote:

> Hello esteemed group:
>
> I recently purchased a nice 30 amp dc supply that is an older model
> (but at 45lbs is almost a boatanchor) that uses a constant voltage
> power transformer into solid state rectifiers. Presently, the output
> voltage is about 15.2v and I would like to reduce that to say about
> 13v to use in my shack. I have been doing a little reading on these
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>
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> I want to increase the capacitance or decrease it?
>
> The tranny is Acme Electric type T-1-73180
>
> In advance, thanks
>
> 73's
> dave
>

Message-ID: <4B085D16.7060000@ntelos.net>
Date: Sat, 21 Nov 2009 16:35:18 -0500
From: Dave or Debbie Metz <dmetz@ntelos.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: constant voltage transformer question
Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Thanks to all for the simple fix. I have a few of those high current
diodes around and its a simple fix.
73's
dave

mac wrote:

> Don' mess with the caps. Just connect two or three high current
> rectifier diodes in series with the output to get the desired voltage
> reduction.

>

> Dennis D. W7QH0

> Glendale, CA

>

>

>

> On Nov 21, 2009, at 8:18 AM, Dave or Debbie Metz wrote:

>

>> Hello esteemed group:

>>

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>> (but at 45lbs is almost a boatanchor) that uses a constant voltage
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>> voltage is about 15.2v and I would like to reduce that to say about
>> 13v to use in my shack. I have been doing a little reading on these
>> types of transformers and now I am really confused. It appears that
>> this transformer has two tank circuit windings with one not being
>> used. Unfortunately, I cannot find any documentation on this
>> transformer. I swapped the tank circuits and virtually unchanged is
>> the output voltage. So, it would appear that the only possibility of
>> changing the output voltage is to change the AC capacitor that is
>> across that loop. I suspect that is a complex calculation that doesn't
>> follow the normal LC computations and of course I have no idea as to
>> the inductance of that winding.

>>

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>> want to increase the capacitance or decrease it?

>>

>> The tranny is Acme Electric type T-1-73180

>>

>> In advance, thanks

>>

>> 73's

>> dave

>>

>

> -----

>

>

> No virus found in this incoming message.

> Checked by AVG - www.avg.com

> Version: 8.5.425 / Virus Database: 270.14.76/2517 - Release Date: 11/21/09

07:47:00

>

From: "Bill Hawkins" <bill@iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: constant voltage transformer question
Date: Sat, 21 Nov 2009 17:17:54 -0600
Message-ID: <7BF45E99B0AC4E689E989F3792DD3715@cyrus>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="us-ascii"
Content-Transfer-Encoding: 7bit

A constant voltage transformer is designed to use core saturation to regulate the voltage. The auxiliary winding and capacitor are resonant at the line frequency. Changing the resonant frequency by changing the cap ruins the regulation.

Saturating transformers do not have a sine wave output.

So, no, don't change the cap. If you can add wire to the core, you could add a bucking winding that would lower the output voltage. Otherwise, diodes or a low-dropout regulator should work.

Bill Hawkins

Message-ID: <20653918.1258860296236.JavaMail.root@elwamui-norfolk.atl.sa.earthlink.net>
Date: Sat, 21 Nov 2009 19:24:56 -0800 (GMT-08:00)
From: Richard Dillman <ddillman@igc.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: KSM QSO NTTH (and KKUI)
Mime-Version: 1.0
Content-Type: text/plain; charset=UTF-8
Content-Transfer-Encoding: 7bit

It was a busy day at KSM.

Bill Ruck of the Transmitter Department mustered a skilled crew of volunteers to continue with the restoration of a run of 4-wire out to a V-beam. When completed, this project will allow us to show the type of feed line used for all the many dozens of antennas once at the site. A full report (with photos) will follow.

While Bill and his crew were "out standing in their field" the ship calling frequencies were being scanned at Position 1. Sure enough a nice strong signal

was heard from USS Cassin Young/NTTH on the 12Mc worldwide calling channel. After a bit of back and forth NTTH sent the traffic they had on the hook.

The best part was that SS American Victory/KKUI was also active. Not being able to hear NTTH on 12Mc they also called on the same calling frequency. For the first time in a long time we had QRM on the calling channel. I gave KKUI a QRY1 and he stood by until we cleared with NTTH.

KKUI hoped to QSO NTTH but I don't think that happened today. However the signals from both were good so with the selection of another frequency I suspect this could happen.

KSM press, weather and the traffic list were sent as usual. We also have several visitors which added to the fun.

With NTTH joining the list of ships active on commercial frequencies the activity continues to increase on these channels.

VY 73,

RD

=====
Richard Dillman, W6AWO
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

Message-ID: <773256.58902.qm@web112305.mail.gq1.yahoo.com>
Date: Sun, 22 Nov 2009 15:50:53 -0800 (PST)
From: Jerry Proc <jerry7proc@yahoo.com>
Subject: Material Quantities Shipped Under Lend-lease
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=iso-8859-1
Content-Transfer-Encoding: quoted-printable

Hello Everyone,=20

I was just made aware of this web document. Among one of the things it shows is the quantity of many common radios that were produced during WWII as part of Lend-Lease. For instance, out of 39,215 SCR-522 sets made, 38,333 went to the UK.

<http://ibiblio.org/hyperwar/USA/ref/LL-Ship/LL-Ship-5.html>

This is just part of a larger document:=20
<http://ibiblio.org/hyperwar/USA/ref/LL-Ship/index.html#index>

--

Regards,
Jerry Proc

E-mail: jerry7proc@yahoo.com=0A=0A=0A _____=
_____0AMake your browsing faster, safer, and =
easier with the new Internet Explorer=AE 8. Optimized for Yahoo! Get it Now=
for Free! at <http://downloads.yahoo.com/ca/internetexplorer/>

Message-ID: <0B9B6E0457D64D89AC384279B0D9D408@HOME>

From: "Al Parker" <anchor@ec.rr.com>

To: Old Tube Radios <boatanchors@theporch.com>

Cc: "BATempe" <BOATANCHORS@lists.tempe.gov>

Subject: The Hammarlund Historian website

Date: Wed, 25 Nov 2009 11:42:18 -0500

MIME-Version: 1.0

Content-Type: text/plain;
format=flowed;
charset="iso-8859-1";
reply-type=original

Content-Transfer-Encoding: 7bit

The hammarlund.info site is currently being re-constructed.

Due to circumstances beyond our control The Hammarlund Historian site went down catastrophically several weeks ago. It has taken some time, but now ownership of the domain name, hammarlund.info, has been changed, and the site is now hosted on a different server under different management. The same people are still involved with the site and are pleased to now have complete control over it. We are now working to reconstruct the site and information.

We presently have just an information page displayed at the same old address, <http://www.hammarlund.info/>

Thank you for your understanding and patience.

73,

Al, Les, Andy and Cecil

Message-ID: <108046.80013.qm@web112320.mail.gq1.yahoo.com>

Date: Wed, 25 Nov 2009 12:37:31 -0800 (PST)

From: Jerry Proc <jerry7proc@yahoo.com>

Subject: Lancaster Mk X Aircraft Electronics Suite

To: Old Tube Radios <boatanchors@theporch.com>

MIME-Version: 1.0

Content-Type: text/plain; charset=utf-8

Content-Transfer-Encoding: quoted-printable

Hello Everyone,

Now available is the fifth installment in my series on post war, Canadian antisubmarine aircraft. The Lancaster Mk X was the Canadian-built version of the Avro Lancaster Mk I, and was manufactured by Victory Aircraft at Malton, Ontario. Canadian production totaled 430 aircraft.

On war=E2=80=99s end, the RCAF took 213 Lancasters on strength from wartime stock and converted 53 of these aircraft to the antisubmarine variant called 10MR and later, 10MP when it was upgraded.=20
<http://jproc.ca/rrp/rrp3/lanc.html>

I would like to express my gratitude for the assistance provided by John Phillips on behalf of the Nanton Lancaster Society Air Museum in Nanton Alberta and Leo Pettipas, Associate Air Force Historian, Air Force Heritage and History, 1 Canadian Air Division Winnipeg, Manitoba who provided extracts from the Lancaster engineering manual.

Next on the list is the Tracker. Previously published aircraft can be viewed at:=20
<http://jproc.ca/rrp/index.html>

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Regards,

Jerry Proc

E-mail: jerry7proc@yahoo.com=0A=0A=0A

-----=0AMake your browsing faster, safer, and easier with the new Internet Explorer=C2=AE 8. Optimized for Yahoo! Get it = Now for Free! at <http://downloads.yahoo.com/ca/internetexplorer/>

Message-ID: <3800853.1259182649083.JavaMail.root@elwamui-ovcar.atl.sa.earthlink.net>

Date: Wed, 25 Nov 2009 15:57:29 -0500 (EST)

From: Richard Dillman <ddillman@igc.org>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: 28 November: KSM <=> NTTH <=> KKUI

Mime-Version: 1.0

Content-Type: text/plain; charset=UTF-8

Content-Transfer-Encoding: 7bit

World War II destroyer USS Cassin Young (DD-793)/NTTH will be on the air again this Saturday, as will WWII Victory ship SS American Victory/KKUI. Both ships will attempt to communicate with KSM, as they did last Saturday. But this

Saturday they will also attempt to contact each other. Both ships will be using their original radio equipment which has been restored to operation.

Beginning at about 1700GMT both ships will call KSM on ITU global calling channel 3 for the 12Mc band, 12552.0kc. NTTH will use a working frequency of 12453.5kc (primary) or 12423.0kc (secondary). As always, when in communication with either ship, KSM will key all HF and MF transmitters to give the greatest number of listeners the best chance to hear at least one side of the exchange. KSM will also announce the working frequency to be used by the ship(s) to give listeners a chance to listen for them as well.

KSM will begin its Morse press broadcast at 1800GMT as usual but will interrupt the broadcast to answer calling ships if needed. Otherwise the KSM "wheel" will be heard on all HF transmitters. KSM will send the traffic list at 2100GMT and high seas North Pacific weather at 2130GMT as usual. KSM press and weather RTTY broadcasts will begin at 1900GMT as usual.

KSM Frequencies (in kc)

CW:

426
500
4350.5
6474.0
8438.3
12993.0
16914.0
22445.8

RTTY:

8433.0
12631.0

For more information about USS Cassin Young see:

<http://www.nps.gov/bost/historyculture/usscassinyoung.htm>

For more information about SS American Victory see:

<http://www.americanvictory.org/>

Regards,

RD

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Richard Dillman, W6AWO
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>

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End of BOATANCHORS Digest 4299
